

TAPE RECORDING LOG

MISSION BX6729DATE 15/16 OCT 673.75 IPS
4 TR STEREO
SIDE 1 2

END INITIAL BRIEFING

COUNTER	TIME	DESCRIPTION	COUNTER	TIME	
0000	1630	INITIAL BRIEFING INTRODUCTION	0162	1715	
0012	1631	WX	0184	-	CLARA TYPHOON
0097	1633	INTELL	0279	-	NO QUESTIONS
0102	-	COMMO DATA	0283	-	" "
0115	-	EMERGENCY PROCEDURES	0286	-	" "
0164	-	COMMENTS BY DCO	0295	-	
0163	1644	END OF INITIAL BRIEFING	0299	1728	
0300	0650 0645	FINAL BRIEFING INTRODUCTION			
0320	-	STATUS OF PRIMARY AC # <u>129</u> P.M. T.O. = 1015L 17 OCT 67			
0325	-	STATUS OF SECONDARY AC # <u>127</u> K.C.			
0334	-	MISC COMMENTS PACKAGE, IWS, BWS, ARC-50			
0345	0657	END OF FIRST PORTION OF FINAL BRIEFING			
0345	0658	INTRODUCTION TO SECOND PORTION OF FINAL BRIEFING			
0350	-	ROUTE STUDY BY FLIGHT PLANNING USING FILM STRIP			
0508	-	WX POOR TERRAIN, S.H. AR, GOOD TARGET, AUTOMATICS			
0707	0726	INTELL			
0711	-	FLIGHT DETAILS: DEPARTURES, AR's, ARRIVALS			
0745	-	COMMENTS BY DCO WX COMMENT ON SEA STATE (NO "PIT")			
0726	0731	END OF FINAL BRIEFING			

3.75IPS
4 TR STEREO
SIDE 1 2

TAPE RECORDING LOG

MISSION B16729 (cont)
DATE 15/16/17/18 OCT 67

COUNTER	TIME/L	DESCRIPTION
0770	1715	INITIAL BRIEFING INTRODUCTION
0783	-	WX
0889	-	INTELL
0891	-	COMMO DATA (NEW)
0916		COMMENTS BY DCO + DCO SPLIT OFF-LOAD.
0925	1728	END OF INITIAL BRIEFING
0930	0645	FINAL BRIEFING INTRODUCTION
0950	-	STATUS OF PRIMARY AC # <u>129</u>
0955	-	STATUS OF SECONDARY AC # <u>127</u>
0972	-	MISC COMMENTS. PACKAGE, INS,
0978	0650	END OF FIRST PORTION OF FINAL BRIEFING
0980	0651	INTRODUCTION TO SECOND PORTION OF FINAL BRIEFING
0985	-	ROUTE STUDY BY FLIGHT PLANNING USING FILM STRIP
1166	-	WX
1391	-	INTELL
1393	-	FLIGHT DETAILS: DEPARTURES, AR's, ARRIVALS
1440	-	COMMENTS BY DCO
1446	0725	END OF FINAL BRIEFING

TAPE 25X1A

TAPE RECORDING LOG

MISSION BX 6729DATE 18 OCT 673.75 IPS
4 TR STEREO
SIDE 1 2

COUNTER	TIME/L	DESCRIPTION
		<u>129 F.M.</u>
1450	1610	INTRODUCTION TO SENSITIVE PORTION OF DE-BRIEFING
1455	-	PILOT SUMMARY <u>ILLEGIB</u> OF FLIGHT
1525	-	INTELL
1529	-	WX
1750	1625	END OF SENSITIVE PORTION OF DE-BRIEFING
1755	1630	INTRODUCTION TO OPERATIONAL PORTION OF DE-BRIEFING
1758	-	SUMMARY OF FLIGHT PARAMETERS BY DE-BRIEFING OFFICER
1800	-	GENERAL SUMMARY OF FLIGHT BY PILOT
1891	-	SYSTEM CRITIQUE BY AC ENGINEER
1955	-	ENGINE CRITIQUE
1965	-	INLETS CRITIQUE <u>SPIKE PROBLEM</u>
2008	-	MRC-50 CRITIQUE
2030	-	COMMUNICATIONS CRITIQUE
2079	-	INS CRITIQUE <u>AUTO SELECT AT PGS 3</u>
2130	-	SAS CRITIQUE <u>PITCH PROBLEM</u>
2189	-	GENERAL DISCUSSION <u>WRITE-UPS</u>
2195	1653	END OF GENERAL OPERATIONAL PORTION OF DE-BRIEFING
2498	1654	PACKAGE CRITIQUE <u>NO RESTARTS, OPERATED 2400</u>
2220	1656	EMS CRITIQUE
2290	1657	END OF DE-BRIEFING

25X1D

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ONC J-11

EDITION 6

LEGEND

RELIEF PORTAL



ONC J-11 is a map of the area shown in the diagram.

CONTOUR INTERVAL 100 feet

Spot elevations are shown in feet.

Minimum vertical error is 100 feet.

Maximum vertical error is 100 feet.

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ONC J-11

CHINA, HONG KONG AND THE NEW TERRITORIES, JAO, MACAO, THAI, VIETNAM

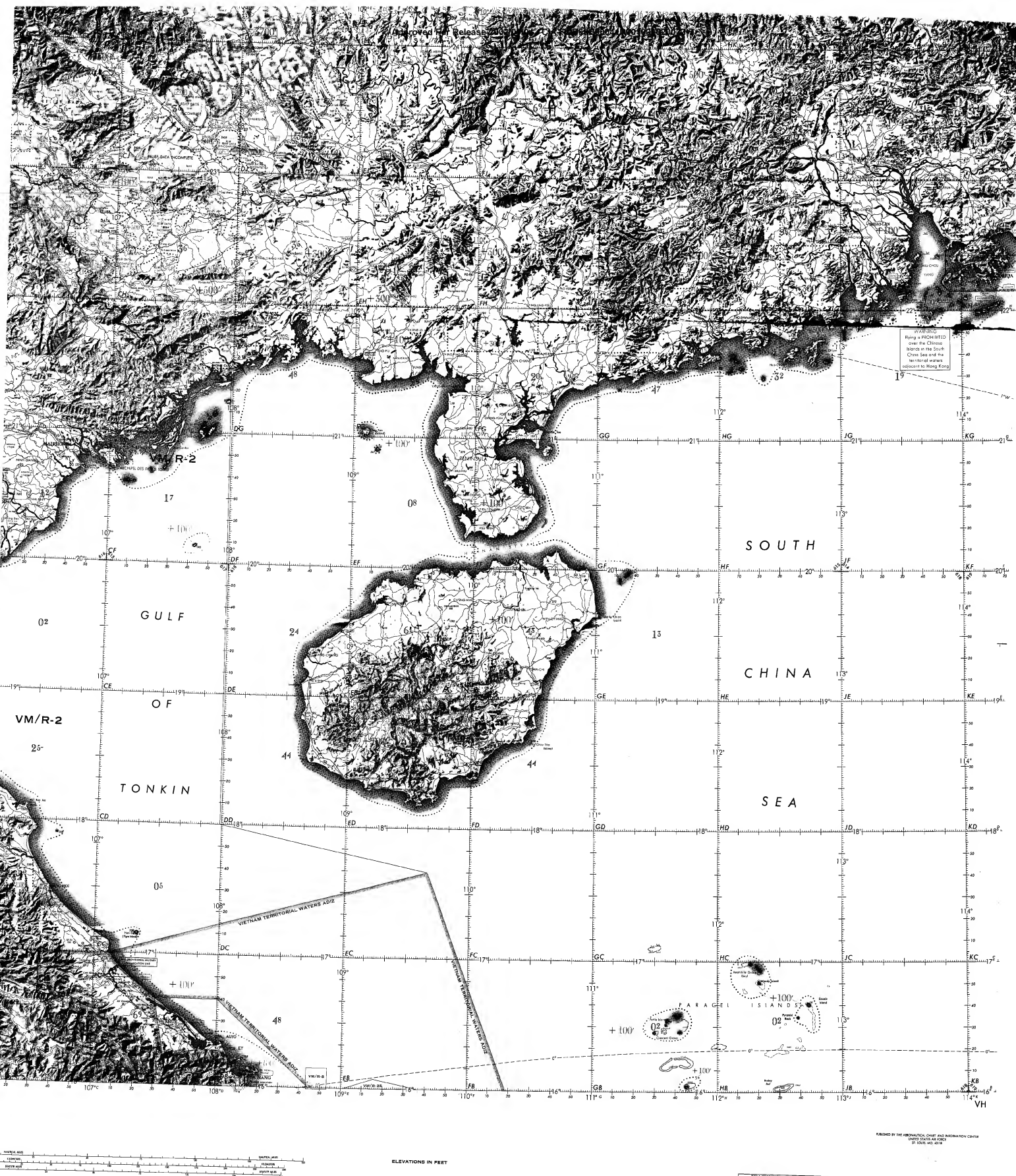
SCALE 1:1,000,000

NEE TO ADDING SHEET			
H-10	H-11	H-12	
J-10	J-11	J-12	
K-10	K-11	K-12	

EDITION 6

ONC J-11 is a map of the area shown in the diagram.

ONC J-11 is a map of the area shown in the diagram.



OPERATIONAL NAVIGATION CHART
1:1,000,000

Excluded from automatic
downgrading and
declassification

25X1A

S E C R E T 202001Z CITE [REDACTED]

IMMEDIATE [REDACTED]

25X1A

25X1A

1. BX 6729

2. AN EXAMINATION OF THE TWO REPRODUCTIONS RECEIVED INDICATE
THE FOLLOWING:

A. THE DENSITY AND THE RESOLUTION ARE BETTER ON THE FIRST
PASS ON THIS MISSION. THE HIGH CONTRAST AND DENSITY ON THE
SECOND PASS INTRODUCES A GRANULAR APPEARANCE IN THE REPRODUCTIONS
CAUSING A LOSS IN RESOLUTION (EXAMPLE: FRAMES 213/214 VERSUS
773/774).

B. THE REPRODUCTIONS FROM THE AFT CAMERA (EVEN NUMBERED
FRAMES) PROVIDE BETTER RESOLUTIONS THAN THE FWD CAMERA. EXAMPLES:
FRAMES 225/226; 265/266; 367/368; 397/398; 735/736.

C. THE DATA BLOCK IS NOT CONSISTENTLY SHARP. AFTER FRAME
702 THE INFORMATION IS DIFFICULT TO READ AND THE CLOCK IS
DEFINITELY OUT OF FOCUS.

3. THE SHUTTER SPEED (1/170) DOES NOT APPEAR TO INTRODUCE SMEAR.
AN ISOLATED INSTANCE OF ROLL SMEAR WAS DETECTED IN FRAME 609
WHILE THE VEHICLE WAS IN A TURN.

4. A COMPLETE EVALUATION WILL BE MADE UPON RECEIPT OF THE
ORIGINAL NEGATIVE.

S E C R E T

BT

////////ATTN SCO INFORMAL DCOPY //////////

UNNUMBERED

700000 21 42

SECRET NOFORN CITE NPIC 2109.

CIPIR:NPIC SER:F00502BX MSN:006729 18OCT67H

DAY PHOTO. CAMERA ON 033853Z, OFF 051947Z. REF (A) 67 PTS,
SER.L00848, DTG 201210Z, OCT 67. (B) NPIC MSG 2055, DTG 210046Z,
OCT 67, SER.F70499. PACOM NORTH VIETNAM CPFL ICOD 11 SEP 67.
CAMERA TYPE IS 115A. THIS CIPIR SUPPLEMENTS INTELLIGENCE
REPORTED IN REF MESSAGES. THIS IS A BLACK SHIELD MESSAGE.

PART 1. SIGNIFICANT PHOTO INTERPRETATIONS

A. TRANSIENT TACTICAL TARGETS

ZZZ01:NAVAL ACTIVITY HA NOI AREA SGM NONE CTY VN 210230N1055200E

THREE SHANGHAI PTF AND 11 SWATOV PGM ARE LOCATED IN THE HA NOI
AREA AS FOLLOWS -- THREE SHANGHAI AT UTM WJ897290 ON THE NE
BANK OF THE RED RIVER, 4 SWATOV PGM AT WJ892302 ON THE SW
BANK OF THE SONG DUONG (CANAL), 2 SWATOV PGM AT WJ895302 ON
THE NE BANK OF THE RED RIVER, AND 3 SWATOV PGM AT WJ903240 ON

25X1D

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NEW TARGETS AND SIGNIFICANT CHANGES 25X1A

ITM02: HAI PHONG SAM SITE (NEW) SGM: [] CTY:VN 211442N1063715E

DE: NPIC DOES NOT CONCUR WITH THE IDENTIFICATION OF A NEW SAM SITE AT UTM XJ681499 AS REPORTED IN ITEM 05 OF REFERENCE A FOR THE FOLLOWING REASONS -- LACK OF DEFINED LAUNCH POSITIONS, LACK OF ANTI-AIRCRAFT ARTILLERY SITES IN THE AREA, AND REPORTED SITE DOES NOT CONFORM TO NORMAL FIELD DEPLOYED SA-2 SAM SITE FLOW PATTERN. AREA IS A POSSIBLE TRUCK PARK/STORAGE

25X1A AREA. 25X1D 25X1D

[] CVG: []

25X1D ITM03: HOA BINH SAM SITE A19-2 (82) SGM: 4012G CTY:VN 204030N1051920E

25X1D

RMK: SITE IS UNOCCUPIED.

25X1A 25X1D 25X1D

25X1D [] CVG: []

25X1A

ITM04: HAI PHONG SAM SITE A06-2 (135) SGM: [] CTY:VN 205630N1064850E

RMK: SITE IS UNOCCUPIED.

25X1A 25X1D 25X1D

25X1D [] CVG: []

25X1A

ITM05: HOA BINH SAM SITE B08-2 (212) SGM: [] CTY:VN 205231N1053319E

RMK: SITE IS UNOCCUPIED.

25X1A 25X1D 25X1D

25X1D [] CVG: []

25X1A

ITM06: HOA BINH SAM SITE B19-2 (198) SGM: [] CTY:VN 205239N1052033E

RMK: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

25X1D [] CVG: []

25X1A

ITM07: HOA BINH SAM SITE D28-2 (204) SGM: [] CTY:VN 205134N1043638E

RMK: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

25X1D [] CVG: []

25X1A

ITM08: NUI VIEN NAM AW/BCI FACILITY SGM: [] CTY:VN 205717N1052654E

RMK: SITE IS OCCUPIED. PROBABLE BIG BAR RADAR IS CAMOUFLAGED.

ADDITIONAL CAMOUFLAGED UNIDENTIFIED VEHICLE/RADAR IS OBSERVED

ADJACENT TO BIG BAR.

FLC: PROBABLE BIG BAR, 2 VAN TRAILERS, AND 1 UNIDENTIFIED

VEHICLE/RADAR.

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GFV:1 POSSIBLE M-32 CRANE.

25X1A 25X1D 25X1D

CVG: [REDACTED]

25X1A

ITEM9: HAI PHONG AW/GCI FACILITY SGM: [REDACTED] CTY:VN 204520N1064121E

RMK: SITE IS UNOCCUPIED. ELECTRONICS VAN AND 1 PROBABLE
ANTENNA TRANSPORT TRAILER ARE OBSERVED. THESE VEHICLES WERE
PROBABLY DAMAGED DURING AN AIR STRIKE.

ELC: 1 ELECTRONICS VAN AND 1 PROBABLE ANTENNA TRANSPORT TRAILER.

25X1D

CVG: [REDACTED]

25X1D

25X1A

ITEM10: KEP AW/GCI FACILITY SGM: [REDACTED] CTY:VN 212114N1061717E

RMK: SITE IS OCCUPIED BY 3 VAN TRUCKS AND 1 UNIDENTIFIED VEHICLE
LOCATED IN REVEDMENTS.

ELC: 3 VAN TRUCKS AND 1 UNIDENTIFIED VEHICLE.

25X1D

25X1D

CVG: [REDACTED]

25X1A

ITEM11: THUONG ONE AW/GCI FACILITY SGM: [REDACTED] CTY:VN 205800N1055835E

RMK: SITE IS UNOCCUPIED. ONE UNIDENTIFIED VEHICLE IS ADJACENT
TO THE MOUND PREVIOUSLY OCCUPIED BY A SIDE NET RADAR.

ELC: 1 UNIDENTIFIED VEHICLE.

25X1D

25X1D

CVG: [REDACTED]

25X1A

ITEM12: PHUC YEN/DUO HAU AW/GCI FAC SGM: [REDACTED] CTY:VN 211412N1055304E

RMK: SITE IS OCCUPIED BY 3 PROBABLE VAN TRUCKS.

ELC: 3 PROBABLE VAN TRUCKS.

25X1D

25X1D

CVG: [REDACTED]

25X1A

ITEM13: HA NOI/TANG MY AW/GCI FAC SGM: [REDACTED] CTY:VN 211012N1054742E

RMK: SITE IS OCCUPIED.

ELC: 1 PROBABLE BAR LOCK RADAR AND 1 PROBABLE SIDE NET RADAR.

25X1D

CVG: [REDACTED]

25X1D

25X1A

ITEM14: HA DONG AW/GCI FACILITY SGM: [REDACTED] CTY:VN 205948N1054347E

RMK: SITE IS OCCUPIED.

ELC: 1 BAR LOCK RADAR, 1 SIDE NET RADAR, 4 VAN TRAILERS, 2 VAN

TRUCKS, AND 1 PROBABLE ANTENNA TRANSPORT TRAILER. 25X1D
25X1A 25X1D CVG: [REDACTED]

25X1D [REDACTED] 25X1A
ITEM 15: SON TAY/CHIEF DOUG AM/GCI FC SGM [REDACTED] CTY:VN 210430N1053205E

PREVIOUSLY REPORTED BAR LOCK-TYPE AND SIDE NET RADARS ARE
NO LONGER PRESENT. FOUR REVETTED VAN TRUCKS AND 1 REVETTED
SINGLE-AXLE TRAILER ARE OBSERVED.

25X1A FLC: 4 VAN TRUCKS AND 1 SINGLE-AXLE TRAILER. 25X1D
25X1D [REDACTED] 25X1D CVG: [REDACTED]

25X1D [REDACTED] 25X1A
ITEM 16: KEP/NGUYEN THON AM/GCI FAC SGM: [REDACTED] CTY:VN 212426N1061158E

RM: SITE IS UNOCCUPIED. PREVIOUSLY REPORTED PROBABLE BIG BAR

25X1A RADAR IS NO LONGER PRESENT. 25X1D 25X1D

25X1D [REDACTED] CVG: [REDACTED]

ITEM 17: HUANG-LIU AIR WARNING RADAR SGM: NONE CTY:CH 183216N1084554E

RM: FACILITY IS ON 2 ADJACENT PEAKS OF A HILL. THE NORTHERN
AREA, AT 183216N 1084554E, CONTAINS 1 PROBABLE CROSS SLOT
RADAR AND 1 HEIGHTFINDER. THE SOUTHERN AREA, AT 183205N
1084555E, CONTAINS NO OP.

25X1A FLC: 1 PROBABLE CROSS SLOT RADAR AND 1 HEIGHTFINDER. 25X1D
25X1D [REDACTED] 25X1D CVG: [REDACTED]

ITEM 18: FING-YUAN-CHIEF AIRFIELD SGM: NONE CTY:CH 234257N1034957E

RM: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

25X1D [REDACTED] CVG: [REDACTED]

ITEM 19: CHIA-LAI-SHIN AIRFIELD SGM: NONE CTY:CH 194152N1094344E

RM: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

25X1D [REDACTED] CVG: [REDACTED]

ITEM 20: HENG-TZU AIRFIELD WEST SGM: NONE CTY:CH 232330N1032000E

RM: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

25X1D [REDACTED] CVG: [REDACTED]

ITEM 21: PAI-MA-CHING PORT FACILITIES SGM: NONE CTY:CH 194300N1091300E

RM: IDENTIFICATION ONLY.

25X1A 25X1D 25X1D

[REDACTED] CVG: TOTAL

25X1A [REDACTED] CVG:TOTAL 25X1D

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25X1D

ITM23: BAC KAN ARMY BKS & SUP DEPOT SGM:6A3K CTY:VN 220806N1055035E

RM: FOUR SEPARATE AREAS IN AND AROUND BAC KAN, REFERENCED FROM HIGHWAY BRIDGE OVER THE SONG CAU (RIVER). AREA A (0.8 NM SSE) -- BARRACKS AND STORAGE AREA HAS BEEN SUBJECTED TO AIR STRIKE. NUMEROUS BUILDINGS ARE DISMANTLED, REMAINING DAMAGED STRUCTURES INCLUDE 2 ADMINISTRATION AND 1 SUPPORT BUILDING. AREA B (0.2 NM SSE) -- STORAGE AREA CONTAINS 5 STORAGE BUILDINGS INTACT AND APPROXIMATELY 20 STORAGE BUILDINGS DESTROYED OR DISMANTLED. AREA C (0.2 NM SSW) -- BARRACKS AREA CONTAINS 1 LARGE MULTISTORIED ADMINISTRATION (1 WING DESTROYED), 1 MESSHALL, 6 BARRACKS-TYPE, APPROXIMATELY 15 SUPPORT, AND APPROXIMATELY 25 DISMANTLED OR DESTROYED BUILDINGS. AREA D (0.8 NM WEST) -- STORAGE AREA CONTAINS 17 STORAGE AND 2 SUPPORT BUILDINGS. APPROXIMATELY 70-80 BARRACKS/STORAGE-TYPE BUILDINGS ARE SCATTERED ALONG THE

25X1A SOUTHERN EDGE OF BAC KAN BETWEEN AREAS C AND D.

25X1D

CVG:TOTAL

25X1D

ITM24: VAN HOI MILITARY AREAS

SGM:15159 CTY:VN 213135N1045418E

25X1A RM: IDENTIFICATION ONLY.

CVG:TOTAL

25X1D

ITM25: HUONG BING ARMY BARRACKS SW SGM:32B CTY:LA 211020N1010840E

25X1A RM: IDENTIFICATION ONLY.

25X1D

CVG:PARTIAL

25X1D

ITM26: FENG-TZU MILITARY COMPLEX

SGM:NONE CTY:CH 232100N1032300E

25X1A RM: IDENTIFICATION ONLY.

25X1D

CVG:TOTAL

25X1D

ITM27: YEP COMPLEX

SGM:6B1A0 CTY:VN 212415N1061719E

RM: RAIL YARD HAS BEEN SUBJECTED TO REPEATED AIR STRIKES.

TWO PROBABLY SERVICEABLE THROUGH-TRACKS REMAIN. NUMEROUS

CRATERS OBSERVED THROUGHOUT YARD. FORTY-ONE DAMAGED/DESTROYED

25X1A RAIL CARS AND 2 DAMAGED/DESTROYED POSSIBLE LOCOMOTIVES OBSERVED.

CVG:TOTAL

25X1D

PART II. OTHER PHOTO INTERPRETATIONS - NONE

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